

IV. CONSISTENCY WITH PLANS AND POLICIES

Numerous documents are relevant to *Strategy 2000*, and this section of the EIR evaluates the consistency of *Strategy 2000* with adopted planning and regulatory policies. Specifically, this section addresses *Strategy 2000*'s relationship with the following policy documents (see Chapter XII, References and Contacts, for full bibliographic citations for these documents):

Regional Plans and Policies

1. Santa Clara Valley Congestion Management Program
2. 1988 Regional Transportation Plan
3. 1982 Bay Area Air Quality Plan and 2000 Clean Air Plan: ABAG/BAAQMD/MTC
4. San Francisco Bay Basin Water Quality Control Plan
5. Santa Clara Valley Urban Runoff Pollution Prevention Program

Local Plans and Policies

1. San Jose 2020 General Plan
2. City of San Jose Zoning Ordinance
3. Department of Housing 2000-2005 Consolidated Plan
4. Midtown Specific Plan
5. Julian-Stockton Redevelopment Plan
6. Riparian Corridor Policy Study
7. Land Use Plan for Areas Surrounding Santa Clara County Airports (ALUC Plan)
8. Plans for Existing Redevelopment Areas

The descriptive portion of each of the following sections summarizes the plans and policies as they relate to *Strategy 2000*. The analytical portion of each of these sections evaluates the consistency of *Strategy 2000* to these plans and policies and identifies policy inconsistencies and potential conflicts. Recommendations to eliminate potential inconsistencies are provided if warranted. Policy conflicts are not considered to have a significant effect on the environment, and are therefore differentiated from impacts described in the other chapters of the EIR. To the extent that physical impacts may be associated with such policy conflicts, they are addressed in the appropriate technical sections of this chapter (e.g., Air Quality, Noise).

A. REGIONAL PLANS AND POLICIES

1. Santa Clara Valley Congestion Management Program

The Santa Clara Valley Transportation Authority (VTA) oversees the Santa Clara County Congestion Management Program (CMP). This legislation requires that all urbanized counties in California prepare a CMP in order to obtain each county's share of gas tax revenues. The CMP legislation requires that each CMP contain five mandatory elements: 1) a system definition and traffic level of service standard element; 2) a transit service and standards element; 3) a trip reduction and transportation demand management element; 4) a land use impact analysis program element; and 5) a capital improvement element.

The Santa Clara County CMP includes subregional roadways within San Jose that are identified as CMP road facilities. The CMP intersections and the roadway segments that could be impacted by the proposed project are identified and analyzed in Chapter V.B, Transportation and Circulation.

Consistency: Analysis related to the Santa Clara Valley Congestion Management Program is provided in Chapter V.B, Transportation and Circulation, to ensure consistency with this program.

2. 2001 Regional Transportation Plan

The 2001 Regional Transportation Plan (RTP) prepared by the Metropolitan Transportation Commission, calls for an improved and extended transportation system, including public transit, promotion of equity for system users, and improved transportation system management and maintenance. Major transportation projects within the vicinity of the Greater Downtown area include the construction of high occupancy vehicle (HOV) lanes from Julian Street to I-280, the conversion of SR 87 from a four-lane expressway to a six-lane freeway, the Vasona Corridor Light Rail extension from Downtown San Jose to Winchester Boulevard in Campbell, the Tasman Corridor East light rail extension from North First Street to Hostetter Road, and the extension of Bay Area Rapid Transit (BART) into Downtown San Jose.

Consistency: Future transit systems and extensions within the project area will provide opportunities for new residents and employees to travel throughout the region. In turn, envisioned growth will ensure the density and intensity of uses to support those systems. The land use pattern and densities envisioned in *Strategy 2000* will encourage the use of public transit, and in so doing, be consistent with the objectives of the RTP.

3. 1982 Bay Area Air Quality Plan And 2000 Clean Air Plan: ABAG/BAAQMD/MTC

The 1982 *Bay Area Air Quality Plan* and 2000 *Clean Air Plan* (2000 CAP) establish regional policies and guidelines to meet the requirements of the Clean Air Act, as amended through 1990. The Bay Area is a non-attainment area for carbon monoxide and ozone because federal standards have been exceeded for these pollutants. Additionally, State standards have been exceeded for ozone. The 2000 CAP proposes the adoption of transportation, mobile source and stationary source controls on a variety of pollutant sources to offset growth and provide improved air quality. The 2000 CAP also outlines measures and improvements to help the Bay Area comply with the State ozone standard.

Consistency: The consistency of *Strategy 2000* with the 2000 CAP is primarily a question of the consistency with the population and employment assumptions utilized in developing the CAP. The 2000 CAP is based on the City's General Plan in effect at the time the CAP was approved.¹

Strategy 2000 envisions an expansion of the Downtown Core area and redevelopment of land uses within the Downtown. The estimated amount of new trips (and associated pollutant emissions) resulting from the proposed land use changes are below the City's exemption threshold established for that area and are not significantly higher than the number of trips proposed for buildout of the General Plan. Additionally, transit-oriented development as proposed by *Strategy 2000* will help to reduce single-occupancy vehicle transportation, which would be beneficial to air quality. Potential air quality impacts are further discussed in Chapter V.C, Air Quality.

4. San Francisco Bay Basin Water Quality Control Plan

The San Francisco Bay Basin Water Quality Control Plan (Basin Plan) is the master policy document that describes the legal, technical, and programmatic basis of water quality regulation in the San Francisco Bay region. The Basin Plan provides a definitive program of actions designed to preserve and enhance water quality and to protect beneficial uses of water in a manner that will result in a maximum benefit to the people of California.

Consistency: While implementation of *Strategy 2000* will result in a small increase in impervious surfaces throughout the Greater Downtown area, it will incorporate improvements to storm drainage systems currently in place. Further analysis will be provided in Chapter V.L, Hydrology and Flooding, to ensure consistency with this program.

5. Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP)

The Santa Clara Valley Urban Runoff Pollution Prevention Program (SCVURPPP) was developed in accordance with the requirements of the 1986 San Francisco Bay Basin Water Quality Control Plan, for the purpose of reducing water pollution associated with urban stormwater runoff. This program was also designed to fulfill the requirements of Section 304(1) of the Federal Clean Water Act, which mandated that the Federal Environmental Protection Agency (EPA) develop National Pollutant Discharge Elimination System (NPDES) Permit application requirements for various stormwater discharges, including those from municipal storm drain systems and construction sites. The City of San Jose has adopted policies to comply with these requirements.

The State Water Resources Control Board implemented an NPDES general construction permit for the Santa Clara Valley. For properties of 1 acre or greater, a Notice of Intent (NOI) and Storm Water Pollution Prevention Plan (SWPPP) must be prepared prior to commencement of construction.

Consistency: Development in the project area must conform to the requirements of the NPDES permitting program. The project would comply with the City's National Pollutant Discharge Elimination System (NPDES) permit compliance guidance which requires development to incorporate construction and post-construction mitigation measures to control the discharge of pollutants into the storm drainage system to the maximum extent practicable. These actions will assure consistency with both the SCVURPPP and the NPDES permit application requirements. Measures to reduce water

¹ The 2000 CAP is based on the City's General Plan in effect in 1999, at the time the 2000 CAP was drafted. The City's General Plan, *San Jose 2020 General Plan* (General Plan), was adopted in August 1994 by the City Council.

quality impacts of development are also recommended as mitigation measures in Chapter V.L, Hydrology and Flooding, of this EIR.

B. LOCAL PLANS AND POLICIES

1. San Jose 2020 General Plan

The City's General Plan, *San Jose 2020 General Plan* (General Plan), was adopted in August 1994 by the City Council. The General Plan is a statement of policies for the physical development of the City. As such, it seeks to determine the shape that future development will take within a broad environmental, social, and economic framework. It is intended for use by both City officials and private citizens in providing guidelines for future growth. The General Plan contains each of the State-mandated elements, but since the elements are intrinsically interrelated, they are combined in the document and are not separated according to topic.

The General Plan identifies specific goals and policies for community development; housing; services and facilities; aesthetics, cultural and recreational resources; natural resources; hazards; and sustainability. One of the key elements of the General Plan is the Land Use/Transportation Diagram, which also includes a rail transit, bicycle network, and scenic routes and trails diagram. The Land Use/Transportation Diagram gives geographical reference and a spatial context to the goals and policies of the General Plan. It identifies land use designations and special planned communities. An overview of the land use designations, special strategy areas, and planned communities located within the *Strategy 2000* area, as they relate to the General Plan is provided below.

a. Land Use Designations. The General Plan Land Use/Transportation Diagram identifies the designated land uses for all property within the City's Sphere of Influence. The Diagram also illustrates the relationship between land uses and the transportation network. The existing General Plan land use designations for the *Strategy 2000* area and vicinity are shown in Figure IV-1.

As shown, the current General Plan land use designations for the project area are **Core Area** for parcels located east of SR 87, south of East Julian Street, west of S. 4th Street, and north of I-280. **Public/Quasi-Public** is the designation for the Convention Center and Technology Center and **Public Park/Open Space** for the squares and the Guadalupe River and Los Gatos Creek parks. For areas immediately south of Coleman Avenue the designation is primarily **Combined Industrial/Commercial**. In the Midtown Planned Community, land use designations are a mixture of **General Commercial** south of The Alameda from Los Gatos Creek Park to Cahill Street, **Public/Quasi-Public** east of White Street, **High Density Residential** west of Wilson and Sunol streets, **Transi-Oriented Mixed Use** west of Autumn Street and south of W. San Fernando Street. Parcels designated **Residential Support for the Core Area** are located west of SR 87 and north of San Carlos Street.

In order to facilitate the expansion and intensification of the Greater Downtown, amendments to the General Plan text and land use diagram are proposed and described in Chapter III, Project Description in this EIR.

b. Special Strategy Areas. Brief descriptions of the special strategy areas and planned communities designated in the General Plan and in the vicinity of the project area are provided below.

Figure IV.1: Strategy 2000 EIR General Plan Land Use Designations

8 ½ x 11 Color

Back of Figure IV.1

(1) Downtown Core Area and Frame Area. The *Strategy 2000* project area is within the existing Downtown Frame Area and Downtown Core Area (see Figure IV-2). The Downtown Frame Area surrounds the Downtown Core Area. The Frame Area is generally bounded by Taylor Street to the north, 11th Street to the east, Keyes/Willow Streets to the south, and the Union Pacific Railroad tracks/The Alameda to the west. The portion of the project area west of SR87 is within the Downtown Frame Area, but not within the Core Area. As described on page 73, one General Plan Amendment proposed as part of the project would amend the boundaries of the Core Area to include portions of the project area located west of SR 87, north of Julian Street and east of 4th Street.

(2) Transit-Oriented Development Corridors. Transit-oriented development corridors, centered along existing or planned light rail transit lines and/or major bus routes, are areas designated by the City as generally suitable for higher residential densities and more intensive non-residential uses, including mixed-uses. The general purpose of these transit-oriented corridors is to acknowledge the natural tendency toward development intensification in prime urban areas and to channel that development into areas where the intensified uses and public transit will be mutually supportive and will help create pedestrian-oriented neighborhoods. The transit-oriented development corridors are important means for the City to achieve key General Plan objectives, including vigorous economic growth, more affordable housing opportunities, shelter for a growing population, increased transportation capacity through increased transit use, efficient delivery of urban services, and a solid fiscal base for the City.

The City has identified six transit-oriented development corridors in the General Plan. Of those six corridors, four are located within the boundaries of the Downtown area, as described below.

- Guadalupe Corridor
- Stevens Creek Boulevard/West San Carlos Street
- Santa Clara Street/Alum Rock Avenue
- Capitol Avenue/Expressway

Strategy 2000 would further the accomplishment of the development objectives for these corridors by promoting development of higher density residential units, retail and mixed uses, and use of public transportation in a setting that is supportive of the pedestrian network.

(3) Planned Residential Community/Planned Community. The City of San Jose General Plan also provides specific planned residential community/planned community designations. The application of either the Planned Residential Community or Planned Community designation is

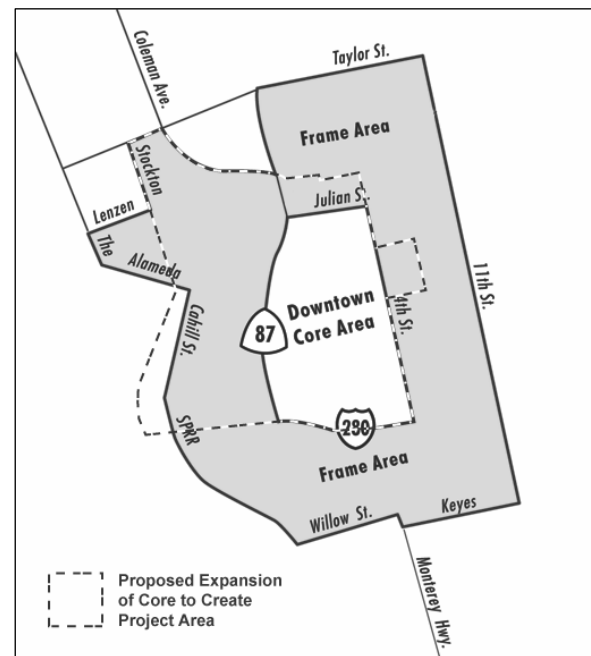


Figure IV.2: Core and Frame Areas

intended for properties which, because of size, location, or urban service conditions, require special consideration for the purposes of future development. The uses allowed within the Planned Residential Community/Planned Community category encompass a full range of land uses considered compatible and appropriate within a specified project area.

The Midtown Planned Community, one of the nine designated Planned Communities described in the General Plan, falls within the *Strategy 2000* area. *Strategy 2000*, like the Midtown Specific Plan, envisions a mixed-use community with high-density residential and commercial uses oriented to transit. In encouraging development in a manner consistent with the Midtown Specific Plan, *Strategy 2000* would help to accomplish the goals set forth in the Midtown Specific Plan.

The same can be said for the Diridon/Arena Area and its Strategic Development Plan which focuses on major transportation investments and the commercial office and high density residential development that could benefit from such a location.

c. Major Strategies. The major strategies in the General Plan establish the basic framework for planning in San Jose. The strategies also express the philosophy that the City should take a leadership role in the planning process, while encouraging community and private sector participation. All of the strategies are interrelated and supportive of each other. A summary of the major strategies and policies that apply to the proposed project is presented below:

- Economic Development Major Strategy: The City of San Jose's Economic Development Strategy strives to make San Jose a more "balanced community" by: 1) encouraging more commercial and industrial growth to balance the existing residential development; 2) equitably distributing jobs and housing; and 3) controlling the timing of development.

Strategy 2000 is consistent with this strategy as it would encourage revitalization in areas that are underutilized and experiencing blight and deteriorated conditions.

- Growth Management Major Strategy: The Growth Management Major Strategy addresses the need to balance the urban service demand of new development with the need to balance the City's budget. One of the key components of this Major Strategy is to support infill development as a way of decreasing the costs associated with the provision of public services through increased efficiency.

Strategy 2000 is consistent with this strategy as the Plan promotes infill development and the redevelopment of underutilized uses that are economically stagnant.

- Downtown Revitalization Major Strategy: The Downtown Revitalization Major Strategy emphasizes the importance of a prominent and attractive Downtown as a catalyst that brings new investment, residents, businesses and visitors to the center City.

Strategy 2000 provides actions and strategies to guide development and redevelopment in an expanded Downtown Core as well as urban design guidelines to support attractive development. Implementation of *Strategy 2000* would increase the opportunities for development and intensification of residential and commercial uses in the Downtown area and would support the objectives of the Downtown Revitalization Major Strategy.

- Urban Conservation Preservation Major Strategy: The Strategy underscores the importance of protecting and enhancing San Jose's neighborhoods and historical resources to promote community identity and pride. This Strategy encourages infill development while recognizing that nearby neighborhoods should be

protected from impacts. Encouraging economic development will enable the City to maintain current levels of service and help maintain the neighborhoods.

A key urban design concept in the *Strategy 2000* document is to link and respect surrounding neighborhoods and historic resources and encourage their preservation and adaptive reuse while focusing on the intensification of Downtown uses. These strategies are consistent with the Urban Conservation Preservation Major Strategy.

- Housing Major Strategy: One overall City objective is to provide a wide variety of housing opportunities to meet the needs of all economic sectors of the community, and to provide this housing in stable neighborhoods with adequate urban services. The Housing Major Strategy attempts to maximize housing opportunities on infill parcels that are within the City's Urban Service Area.

Strategy 2000 is consistent with this policy as it will encourage an increase in housing opportunities in the Greater Downtown, where adequate urban services are available, that will serve a variety of income groups.

- Sustainable City Major Strategy: The Sustainable City Strategy reflects San Jose's desire to become an environmentally and economically sustainable city, minimizing waste, and efficiently using its natural resources.

Strategy 2000 promotes infill, transit-oriented development, pedestrian amenities, and more housing in the Greater Downtown. Implementation of these goals may help to reduce the number of single-occupancy vehicles used for commuting and other trips. Additionally, design guidelines in the Plan support the consideration of appropriate orientation for the best solar access and wind protection to reduce the amount of energy used for heating and cooling. These components of *Strategy 2000* support the City's goals of developing a sustainable city.

d. General Plan Goals and Policies. The key goals and policies relevant to the proposed project are discussed below.

- Community Identity Policy 2: The City should promote the revitalization of the Downtown Core Area as a major focal point for the identity of San Jose.

The guiding principals of *Strategy 2000* are consistent with this policy: to make the Greater Downtown a memorable place; to promote the identity of the Downtown; to create a walkable, pedestrian-friendly Downtown, and to prioritize development in the Downtown to serve the City.

- Balanced Community Policy 1: The City should foster development patterns that will achieve a whole and complete community in San Jose, and improve the balance between jobs and economic development with housing to the greatest extent feasible.

Strategy 2000 would be compatible with the existing and planned land uses within San Jose's Urban Service Area because the Plan would continue to encourage new infill development and would provide additional housing in the Greater Downtown. It would also minimize the amount of vacant or underutilized industrial lands and blighted properties in the Downtown that may conflict with adjacent existing and planned uses.

- Residential Land Use Policy 3: Higher residential densities should be distributed throughout the community...The Housing Initiative program encourages the construction of high density housing and supportive mixed uses. The Housing Initiative area includes the Downtown Frame, major arterials

radiating from Downtown, and sites within 2,000 feet of Light Rail Stations located along the Guadalupe Corridor...

As stated previously, *Strategy 2000* promotes to construction of new high-density housing within the existing and expanded Greater Downtown.

- Commercial Land Use Policy 1: Commercial land in San Jose should be distributed in a manner that maximizes community accessibility to a variety of retail commercial outlets and services and minimizes the need for automobile travel...
- Commercial Land Use Policy 3: Any new regional-scale commercial development should be encouraged to locate in the Downtown Core Area rather than in suburban locations.

As stated in the guiding principles, implementation of *Strategy 2000* actions and policies that promote Downtown commercial development and in a pedestrian-friendly environment would be consistent with these policies.

- Industrial Land Use Policy 2: The City should encourage the development of new industrial areas and the Redevelopment of existing older or marginal industrial areas, particularly in locations which facilitate efficient commute patterns. The use of Redevelopment tax increment financing to provide necessary public improvements is one means of encouraging this economic development and revitalization.

The expansion of the Greater Downtown Core Area to the area west of SR 87, as proposed in *Strategy 2000*, to increase the potential for redevelopment of previously industrial areas in the vicinity of Diridon Station is one example of a way in which *Strategy 2000* is consistent with this policy.

- Economic Policy Goal 1: Create more job opportunities for existing residents, particularly those who suffer from chronic unemployment, to improve the balance between jobs and resident workers.

The commercial development proposed as part of the project would provide increased job opportunities within the City of San Jose by encouraging development in areas that are currently blighted and underutilized. In addition, construction of new residential and commercial buildings would result in an increase in those jobs.

- Urban Design Policy 10: Residential building height...should not exceed 45 feet except: in the Downtown Core Area, the maximum building height is defined by the airspace requirements of the San Jose International Airport and in the Downtown Frame Area, the maximum building height is 120 feet...
- Urban Design Policy 19: In the Downtown Core Area, a pedestrian orientation should be fostered by appropriate design techniques, including...

Strategy 2000 is consistent with these policies and Urban Design Policy 11 regarding building heights for non-residential buildings. The Plan acknowledges and complies with the Federal Aviation Administration's building height restrictions and contains actions and strategies to support the development of pedestrian amenities. The *Downtown Streetscape Master Plan* further implements the principles of *Strategy 2000* to create a walkable Downtown.

- Level of Service (Traffic) Policy 5: The minimum overall performance of City streets during peak travel periods should be level of service (LOS) "D". In recognition of the unique position of the Downtown Core Area as the transit hub of Santa Clara County, and as the center for financial business, institutional and cultural activities, development within the area bounded by Julian street, Fourth Street, Interstate 280 and State Route 87 is exempted from traffic mitigation requirements. Intersections within and on the boundary of this area are also exempted from the LOS "D" performance criteria.

Those intersections within the Greater Downtown area that are subject to the City's level of service policy must comply with the City's levels of service requirements. Downtown Core intersections are explicitly excluded for the reasons cited. The proposed project includes General Plan amendments that would expand the area, intersections and corridors that are exempted from mitigation requirements and the performance criteria. A discussion of transportation impacts is found in Chapter V.B, Transportation and Circulation, of this EIR.

- Historic Archaeological & Cultural Policy 1: Because historically or archaeologically-significant sites, structures, and districts are irreplaceable resources, their preservation should be a key consideration in the development review process.

Strategy 2000 contains strategies and actions aimed at protecting historic resources. As explained in greater detail in Chapter V.I, Cultural Resources, of this EIR, grading and construction activities associated with redevelopment activities could impact historic buildings and subsurface prehistoric resources in the project area. Mitigation including monitoring of subsurface activities is included in the Plan area to ensure that potential adverse impacts to archeological resources would not be significant.

- Parks and Recreation Goal: Provide park lands and recreation areas which enhance the livability of the urban environment by providing parks for residential neighborhoods, preserving significant natural, historic, scenic and other open space resources, and meeting the open space and recreation services needs of community residents.

A key priority of *Strategy 2000* is to complete the Guadalupe River Park, the Los Gatos Creek Park and the trail system linking these parks and other recreation facilities. The Plan is consistent with this goal.

- Energy Policy 1: The City should promote development in areas served by public transit and other existing services. Higher residential densities should be encouraged to locate in areas served by primary public transit routes and close to major employment centers.

The Greater Downtown area is well served by transit opportunities including light rail, bus, and commuter rail service. *Strategy 2000* will focus on coordination of transit improvements and development, as well as improvement of pedestrian and bicycle access. *Strategy 2000* would also encourage higher residential densities. Traffic and circulation impacts in and around the Greater Downtown are analyzed in Chapter V.B, Transportation and Circulation.

- Energy Policy 2: Decisions on land use should consider the proximity of industrial and commercial uses to major residential areas in order to reduce the energy used for commuting.

Implementation of *Strategy 2000* would locate 8,000 to 10,000 residential units with the Greater Downtown where there is a significant amount of commercial uses and opportunities for employment consistent with this policy.

- Energy Policy 4: The energy-efficiency of proposed new development should be considered when land use and development review decisions are made. The City's design techniques include provision for solar access, for siting structures to maximize natural heating and cooling, and for landscaping to aid passive cooling protection from prevailing winds and maximum year-round solar access.

Strategy 2000 will conform to the City's design guidelines and Title 24 in order to minimize the use of energy.

Consistency: A General Plan Amendment is proposed to increase the size of the Downtown Core Area to include the area defined in *Strategy 2000* (see Figure III-6). Once approved, *Strategy 2000* would not directly conflict with any policies included in the City's General Plan. The strategies and actions contained in *Strategy 2000* would help the City further the implementation of its General Plan goals and policies.

2. City of San Jose Zoning Ordinance

The purpose of the San Jose Zoning Ordinance is to promote and protect the public peace, health, safety, and general welfare of residents. In addition, the Zoning Ordinance guides, and regulates future growth and development in the City in a sound and orderly manner, while promoting achievement of the goals and purposes of the General Plan. As the implementation tool for the General Plan, the Zoning Ordinance designates zoning districts, similar to General Plan land use designations, to regulate and restrict the location of residences, professions, businesses, trades, and industries. It also regulates and restricts the location, height, and size of buildings and structures erected, enlarged, or altered. In addition, it regulates and determines area, depth, and width of yards, setback areas, and other open spaces.

Consistency: A key priority of *Strategy 2000* is for the City to update the Zoning Ordinance to reflect the *Strategy 2000* recommendations. Code revisions should address mixed-use overlays, shared parking programs, density bonuses, adaptive reuse and preservation guidelines, parking ratios, ground floor use restrictions, and environmental review requirements. Subsequent specific projects envisioned by *Strategy 2000* may require Zoning Ordinance revisions. Such revisions will be subject to subsequent evaluation and approval at the time they are proposed. Generally, *Strategy 2000* is consistent with the Zoning Ordinance.

3. Department of Housing 2000-2005 Consolidated Plan (Draft)

The Consolidated Plan is an outline of San Jose's community and housing characteristics, needs, goals, and objectives that is updated every five years. Because housing prices have risen dramatically in San Jose over the last few years, much of the Consolidated Plan discusses the need to create more affordable housing in the City and to enable displaced residents to access this housing. The Consolidated Plan outlines several high-priority housing issues that need to be addressed in the next five years: more affordable family rental units, greater affordable housing supply, increased preservation of affordable housing stock, and housing for homeless persons and persons infected with HIV/AIDS.

While the Consolidated Plan does not identify zone or neighborhood-specific housing policy, it sets specific housing objectives for the entire City (i.e., numbers of refurbished housing units, mandated City financing of construction of low-income units) that may be applied throughout the *Strategy 2000* Plan area.

Consistency: *Strategy 2000* is consistent with the Department of Housing Consolidated Plan in that a key priority of *Strategy 2000* is to promote high-density housing development, 20 percent of which will be affordable. In its residential land use strategies, *Strategy 2000* specifies that housing should serve a variety of income groups, including seniors, families, artists, and market moderate, low and

very-low income people to ensure that development serves the needs of San Jose's diverse community.

4. Midtown Specific Plan

The Midtown Specific Plan (MSP) provides development guidelines for a 210-acre industrial and commercial service area situated to the west of the Downtown Core Area. The goal of the MSP is to create a mixed-use community that includes high-density commercial and residential areas that are geared towards public transit while at the same time maintaining some existing service and industrial uses in the area. The MSP, which is consistent with the General Plan, was adopted by San Jose City Council in December 1992.

The MSP specifically calls for the intensification of development immediately adjacent to Cahill Station and to the W. San Carlos Light Rail Transit (LRT) Station; the creation of a new residential community with a wide range of housing choices; the preservation and intensification of industrial and commercial-service uses within Midtown; the reinforcement of existing neighborhood business districts; the creation of a network of open space and pedestrian walkways; the development of a street pattern that enhances neighborhoods; and the design of development that is compatible with surrounding areas.

To achieve these goals, the MSP provides generalized land use guidelines for the overall neighborhood, and specialized plans for individual sub-areas. The document also sets policy for the design of parks and community centers, traffic routes, and utility service. It also includes a chapter on implementation of the MSP to ensure consistency with the City of San Jose General Plan and existing land use regulation, financing alternatives for development, and administrative protocol.

Consistency: While generally consistent with the MSP, the proposed project includes a General Plan Amendment that would revise some text and land use designations in the Midtown area. If the City approves the proposed General Plan Amendment, the project will not conflict with any of the Midtown Specific Plan goals or policies.

5. Julian-Stockton Redevelopment Plan

The Julian-Stockton Redevelopment Plan Area is generally bounded by Coleman Avenue to the north; North Market Street and North First Street between Bassett Street and Ryland Park to the east; St. John Street and The Alameda/West Santa Clara Street to the south; and Stockton Avenue and Taylor Street to the west and northwest respectively (see Figure IV-3).

An overall objective of the Julian-Stockton plan is to make the project area physically attractive and economically viable. The goals of the plan include:

- The strengthening of the economic base of the project area and the community by the provision of new commercial, industrial and office expansion.
- The planning, redesign, and development of undeveloped areas, which are economically stagnant, physically constrained, or improperly utilized.
- The elimination of environmental deficiencies in the project area, including small and irregular lots, obsolete and aged buildings, substandard alleys and deteriorated public improvements, and the like.

Figure IV-3: Julian-Stockton Redevelopment Plan Area

8 ½ x 11

- The strengthening of commercial, industrial, and office support functions near the Downtown area.
- The assembly of land into parcels suitable for appropriate, integrated development designed to provide improved pedestrian and vehicular circulation in the project area.
- The provision of adequate land for parking and open spaces.
- The expansion of low and moderate income housing within the project area.

Consistency: *Strategy 2000* would support the goals of the Julian-Stockton Redevelopment Plan related to eliminating blight by replacing underutilized and vacant land with commercial services and residential uses. *Strategy 2000* would improve the economic vitality of the area by replacing currently underutilized and/or vacant buildings and property with commercial and residential uses consistent with the goals of the Julian-Stockton Redevelopment Plan.

6. Riparian Corridor Policy Study

The Riparian Corridor Policy Study was commissioned by the City of San Jose to better articulate the rationale for preserving riparian corridors as mandated in the General Plan. As such, the Study builds upon and is consistent with policy regarding wetlands and riparian zones in the General Plan. The Study was approved by City Council in 1994 and updated in 1999.

The Study pertains specifically to riparian corridors within San Jose's Urban Service Area (USA), an area that encompasses the Greater Downtown Strategy Area, where ecosystem degradation is perceived to be most significant. For *Strategy 2000*, which envisions future changes to areas adjacent to waterways, the *Study* provides more detailed design guidelines for riparian areas than those that are outlined in the General Plan.

Consistency: Completion of the Guadalupe River Park and Los Gatos Creek Trail system is a key priority identified in *Strategy 2000*. Thus, implementation of *Strategy 2000* could result in changes to riparian corridors that include the stabilization of waterway banks and the development of trail connections along creek corridors. These proposals, in their present form, do not represent policy conflicts with the Riparian Corridor Policy Study as long as they abide by the document's design guidelines.

The Guadalupe River Park Design Guidelines were developed so that intensive urban growth could occur adjacent to the Guadalupe river in the downtown while preserving the river's valuable ecological habitat. Because the river runs through the middle of the downtown, the city wanted to take advantage of the river's amenities. However, the city also recognized that it had to maintain its commitment to preserve the river consistent with the Guadalupe River Collaborative developed in 1998. This Collaborative which consisted of representatives of governmental agencies including the Santa Clara Valley Water District, the City of San Jose, the San Jose Redevelopment Agency, the US Army Corps of Engineers, the State Department of Fish and Game and the US Fish and Wildlife Service as well as a collective group of conservation, environmental and river representatives agreed to a plan to allow the Corps of Engineers to provide 100 year flood protection to the downtown while designing the project to minimize its impact and help restore the river.

The Guidelines provide development setbacks, building and solar orientation, materials usage, facades, etc. It encourages the development to orient towards the river. However, private development within the river is not possible. Only dedicated public passive recreation use is allowed when that use is consistent with the Guadalupe River Park Master Plan

This Guadalupe River Park Design Guidelines apply to the Guadalupe River between Interstate 280 and Coleman Avenue and the Los Gatos Creek between Santa Clara Street and San Fernando Street. The Riparian Corridor Policy does not apply to these areas. The Riparian Corridor Policy does apply to the remaining area of the Los Gatos creek between San Fernando Street and W. San Carlos Street.

7. Land Use Plan for Areas Surrounding Santa Clara Valley Airports (Airport Land Use Commission Plan)

The Airport Land Use Commission (ALUC) Plan establishes guidelines that are intended to ensure orderly growth around each public airport in Santa Clara County. The document was written by the ALUC, which is responsible for preparing a land use plan for airport areas and ensuring that any development within its jurisdiction is consistent with the plan. The ALUC Plan demarcates safety zones around each of the airports. Within the various zones, development is restricted so that negative impacts to the public are minimized. Most of the *Strategy 2000* project area is within the ALUC referral boundary of the Norman Y. Mineta San Jose International Airport.

The ALUC policies are divided into three types: general policies, policies related to noise impacts, and policies related to general safety. General policies include guidelines for jurisdictional issues involving the ALUC; noise policies include rules for infill developments around airports, maximum noise levels and mandatory noise control for interior areas; safety policies include definitions and design criteria for safety zones, restrictions on construction near airports, maximum allowed quantities of hazardous material storage and basic requirements for buildings in the vicinity of airports.

Consistency: The Downtown Strategy 2000 is intended to be generally consistent with the ALUC's Land Use Plan, although any residential development within the noise impact area (65 dB CNEL) of San Jose International may be determined by the ALUC to be an incompatible land use. Building heights will comply with the standards and notification requirements of Federal Aviation Regulations, Part 77. Also, as required by both the ALUC and the San Jose General Plan, aviation easements setting forth height limitations and acknowledging aircraft noise impacts will be required for most development in the project area. Proposed General Plan Amendments, rezonings, and applicable development projects within the ALUC referral boundary will be submitted to the ALUC for an official determination of consistency prior to action by the City of San Jose.

8. Plans for Existing Redevelopment Areas

In addition to the plans and policies described above, a series of other redevelopment areas and plans have been adopted over the years. Each of the following areas/plans have been subject to their own environmental review and adoption process: San Antonio, Park Center, Market Almaden, Century Center and Civic Plaza.